

Mitchell Interchange / Airport Spur / College Ave. -- Public Comments

<u>Comment</u>	<u>No. of Comments</u>
Plainfield Curve	
1. Redesign Plainfield Curve	9
2. Neighborhood ok with redesign of Plainfield Curve; take our homes, we are ok with it	1
3. Relocate I-94 to the east at the Plainfield Curve so it follows 6th St. footprint; would then connect with Airport Spur	1
4. Use electric line right of way along 6th St. to move I-94	2
5. Consider Plainfield Curve alignment shift to south to reduce home relocations. Use walls? Move Central Steel?	1
6. Move Plainfield Curve alignment south	3
7. Noise wall on east side of Plainfield Curve	2
8. Noise wall on west side of Plainfield Curve	2
9. Noise walls at Plainfield Curve	2
10. Take down all noise walls around Plainfield Curve - makes it noiser further from freeway	1
11. Consider retaining walls at Plainfield Curve	1
12. Concern about how redesign of Plainfield Curve will impact Howard Ave. interchange	1
13. Concern for loss of tax base near Plainfield Curve; "cloud" over property	1
14. Concerned about freeway moving closer to home north of Plainfield Curve (5th St. between Plainfield and Waterford)	1
15. Leave my home alone - north of Plainfield Curve (6th St. south of Waterford)	1

16. Consider chevrons on Plainfield Curve	3
17. Try recessing grade of Plainfield Curve mainline	1
18. Add warning lights & signs; add "no jake" braking signs at Plainfield Curve	2
19. Concern that Plainfield Curve crash rates are overstated	1
20. Leave Plainfield Curve at 6 lanes	1
21. Police enforcement at Plainfield Curve	4
22. Make Howard Ave. a diamond interchange	1
23. Don't increase design speeds on curve	1

Mitchell Interchange

24. Redesign Mitchell Interchange	5
25. Add noise walls - Mitchell Interchange	1
26. Fix merge from EB 894 to Howard Ave. exit	1
27. Concerned with noise from upshifting trucks for acceleration - west side of freeway between Layton and Edgerton	1
28. Sound barrier needed at 94N to 894W and along stretch of 94N that is above grade. Section of 94N above grade has a sound wall that bounces sound to the N. Add another wall at N side of 94N lanes for tunnel effect that would force sound up.	1
29. NB I-94 to WB 894 should be three lanes	1
30. NB I-94 to WB 894 - right hand exit	2
31. Fix merge from EB I-94/894 to SB I-94; put bridge over SB I-94 ramp or flip ramp and mainline	1
32. Fix merge from EB 894 to SB I-94	1

33.	You have 2 lanes WB from 94 NB merging with 2 lanes 94 SB to go 894 WB - with a right hand merge it's not possible to do a lane reduction without eliminating traffic lanes - leave 2 & 2 lanes as they are	1
34.	Need longer lead-in for move from SB I-94 to WB 894	3
35.	EB 894 to SB 94 ramp - flatten curve for safety - oil tanker crash and burn '94 - keep noise wall - don't move wall closer if possible - opposed to widening to the west - like the vegetation along noise wall (home at 18th & Halsey, north of Edgerton)	1
36.	Flatten curve EB 894 to SB 94 ramp	1
37.	Bank ramps in Mitchell Interchange to keep traffic at speed - flashing lights as a warning like they have at the Airport Spur going to 94 SB	1
38.	Pollution concerns north of Mitchell Interchange - near southeast corner of Wilson Park	1
39.	SW quadrant of 13th and Edgerton - leave this area alone	1
40.	Add plantings between freeway and neighborhood east of Lowell Elementary at Mitchell Interchange	1
41.	Home east of Lowell Elementary at Mitchell Interchange - open to being purchased	2
42.	Home east of Lowell Elementary at Mitchell Interchange - don't want to move - lots of elderly people live in this area	1
43.	Don't touch house on 1600 block of Bolivar	1
44.	Don't take homes on east side of Mitchell Interchange, between Layton and 94/43	1
45.	Live on east side of Mitchell Interchange, near 94/43 and 13th St. - would prefer that speed limit is enforced rather than widening curve	1
46.	Concerned about home's proximity to Mitchell Interchange 2 (one home near 16th & Whitaker)	1

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| 47. | Home right next to freeway on west side, just north of Edgerton. Don't take home; tax base loss with homes eliminated | 1 |
| 48. | Home right next to freeway on west side, just north of Edgerton. Don't take home | 1 |
| 49. | Home right next to freeway on west side, just north of Edgerton. Worried about noise with a wider freeway, trucks shifting gears; if freeway widened, please buy my house | 1 |
| 50. | Don't take my home - Whitaker Ave. north of Mitchell Interchange - address safety concerns by lowering speed limit and enforce it | 1 |
| 51. | Don't put wall by my house - I like the view (16th & Bottsfield - two blocks south of Bolivar) | 1 |
| 52. | I-94 SB at Mitchell Interchange - lots of crashes - sign is too close to curve to diverge to Chicago | 1 |
| 53. | Need more lanes for capacity NB & SB 94 to WB 894 or make 27th St. off ramp only | 1 |

Airport Spur

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| 54. | Redesign Airport Spur | 2 |
| 55. | Add auxiliary lane SB I-94 between Airport Spur and College Ave. | 1 |
| 56. | Change Airport Spur loop ramps | 2 |
| 57. | Look into parkway concept for Airport Spur | 4 |
| 58. | No parkway on Airport Spur | 1 |
| 59. | Make Airport Spur more attractive | 1 |
| 60. | Airport Spur - access is limited | 1 |
| 61. | Weaving from WB894/SB 94 to Airport Spur | 2 |
| 62. | Widen freeway and add sound wall on east side of freeway between Airport Spur and College Ave. | 1 |
| 63. | 4" blind T sewer west of Airport Spur loop ramps | 1 |

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| 64. Keep my house (just west of SB I-94 ramp to Airport Spur);sound level terrible;oil on windows, covers up in one day | 1 |
| 65. Sound wall at Ramsey Ave. on west side of freeway; worried about pollution | 1 |
| 66. Merging problem from SB Howell right on Grange to enter on STH 119 - crash problem weaving quickly across 2 lanes - push entrance further west | 1 |
| 67. Eliminate SB 94 exit only to Airport Spur | 2 |
| 68. Is our home being taken - east side of freeway between Grange and Airport Spur | 1 |

27th St.

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| 69. Redesign 27th St. interchange | 3 |
| 70. Eliminate 27th St. EB on ramp to downtown (weave) | 2 |
| 71. Difficult to enter 894 EB from 27th St. | 1 |
| 72. Eliminate weave from 94 NB/894WB to 27th St. off ramp | 5 |
| 73. Close off ramp to 27th St. from 894 WB - use current NB 94 Layton as 27th St. off ramp | 2 |
| 74. Change 27th St. WB on ramp to allow acceleration distance | 1 |
| 75. Eliminate 27th St. interchange or improve access - weave is a problem at 27th St. interchange with WB on and off ramps - extend auxillary lane? | 1 |
| 76. Forced exit to 27th St. in right lane from 94 SB/894 WB | 1 |
| 77. 27th St. loop ramp to WB 894 is busy in rush hour | 1 |
| 78. Move WB 894 off ramp to 27th St. to the west of 27th St. | 1 |
| 79. Extend 894 WB exit ramp to 27th St.further east | 1 |

Layton Ave.

80.	Redesign Layton Ave. interchange	7
81.	Eliminate Layton Ave. interchange	2
82.	Eliminate 94 NB off ramp to Layton Ave.	1
83.	Look at SPUI at Layton Ave. or 27th St.	1
84.	Crash problems at Layton Ave. WB on ramp to 94 NB	1
85.	C-D road SB from Layton to Airport Spur	1
86.	Add emergency stopping lanes between Layton Ave. and Airport Spur NB and SB	1
87.	Layton Ave. SB exit slows mainline traffic - longer merge lane for SB on ramp - study potential noise	1
88.	Like Layton Ave. EB loop ramp to 94 NB; convenient to avoid congestion/busy ramp at 27th	1
89.	EB Layton to NB 13th St. is difficult move	3
90.	Difficult move for EB to SB trucks at 13th & Layton	1
91.	Crashes at 13th & Layton	1
92.	Prefer ramp terminal intersection on east side of freeway, to make access to Islamic Center safer (2000 members, very diverse)	1
93.	Signal needed at 20th St./Layton for I-94 on/off ramps	1
94.	Reduce traffic at 27th St. interchange by providing full access interchange at Layton	1
95.	Hill on Layton Ave. east of interchange is too high - turn movements are difficult and unsafe	1
96.	Can't get to, or return to, Layton Ave. from 894 - make this so you don't have to drive through 27th St. interchange to get to Layton EB	1

College Ave.

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| 97. Redesign College Ave. interchange - diamond | 2 |
| 98. Make College Ave. more free flowing to improve connection between I-94 and I-794 | 1 |
| 99. Consider C-D between College Ave. or Airport Spur up to Mitchell Interchange | 1 |
| 100. Weaving on 94 NB between College Ave. and Airport Spur | 2 |

Expansion

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| 101. Expand to 4 lanes | 1 |
| 102. Stay 3 lanes, unless we have more lanes all the way to north side of Milwaukee | 1 |
| 103. Keep current number of lanes | 2 |
| 104. No additional car lanes - 3 in each direction enough - light rail or bus rapid transit built into any reconstruction plans from airport to downtown - If vehicle counts warrant expansion to 8 lanes, do it around city on 894 | 1 |
| 105. Only build within the confines of the I-94 system that is there now | 3 |

Other

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| 106.
Can we spend some of this money on mass transit - we'd save the environment and lower amount of traffic | 1 |
| 107. Look at commuter rail | 2 |
| 108. Build midwest high speed rail system | 1 |
| 109. Charge \$2 to enter freeway system | 1 |
| 110.
Express lanes for through traffic or build a bypass outside of Milwaukee Co. with no service interchanges | 1 |
| 111. Improve connection to I-794 | 1 |

112. Spend what you have to on noise mitigation	1
113. Consider ramp gates for freeway closures during emergencies	1
114. Encourage through traffic to use bypass	1
115. Widen freeway south of College Ave. where there is less impact	1
116. Take no homes in city of Milwaukee	1
117. Get rid of "crazy" scissors ASAP	1
118. Home at 20th & Ramsey - hear noise in winter	1
119. Don't use 20th St. as a detour route during construction of the freeway - new pavement going down in 2 years	1
120. Use same CSD features and theme as used on Marquette Interchange	1
121. Provide new corridor from state line to Madison to prevent trucks from entering city of Milwaukee	1

